

The **VANCOUVER GLIDING AND SOARING CLUB** has been organized by a group who have been flying a utility glider in the, Serpentine Valley, twenty miles from Vancouver.

The club's executives consist of J. Watt, President; J. Palmer, Secretary-Treasurer; and P. Steele, Committee Chairman. These officers were elected at the first club meeting on October 1, 1944.

Flying has been limited to five high flights and several ground tows, but operations will continue all winter. The club plans to complete the construction of a Boeing Primary and build a BG-8 Sailplane.

#### LETHBRIDGE GLIDING CLUB:

A. L. Larsen of Calgary writes that since the majority of the Lethbridge Club joined the Armed Forces at the outbreak of the war, he has had custody of the club's H-17. It has been possible to fly at the municipal airport in soaring flights of from 10 to 35 minutes duration. The close proximity of three other airports engaged in Service Training makes it impossible to remain aloft for any great length of time. Release heights of 1,000 to 1,200 feet are being obtained by means of launching with an auto pulley using a 3,000 foot steel cable.

**ALEX DAWYDOFF** sends us news from abroad: **ENGLAND** — Gliding instruction on a large scale of Britain's schoolboys was foreshadowed by F. P. Don, speaking at Nottingham School, December 1, 1944.

Don, who is regional air liaison officer, urged the boys to seek adventure in contrast to everyday working life, and said: "The Air Ministry is determined to make gliding instruction possible for as many boys as they can."

**SPAIN**—A new Spanish record for sailplanes was established on November 23, 1944 by Caros Ara (Spanish soaring pilot), head of the gliding school at Monflorte, in the Province of Huesca, Spain, when he reached an altitude of 17,939 feet.

The flight lasted 1 and  $\frac{1}{4}$  hours and Ara beat his own record of last year when he soared to 14,154 feet.

**SWITZERLAND** — The Swiss Aero Club has decided to work out rules and regulations for a postwar International Alpine Glider Competition. Thus, when peace comes, Switzerland will invite glider pilots from all parts of the world to visit there and become acquainted with Alpine gliding.

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Switzerland, like many other countries, has been obliged due to the war to restrict her activity in aviation. Her air routes to many leading centers of Europe have shrunk to one short route. Private flying is at a standstill because of the national gasoline shortage.

Only for gliding have restrictions imposed by the war been relaxed. Even in this instance there are some restrictions. Only certain specified districts in Switzerland have been available for gliding. Long distance flights are impossible and gliders are permitted to rise only 4,921 feet above the altitude of the starting point. Flights through clouds and during the night are prohibited since a glider is required to be always visible from the ground.

Despite these restrictions, gliding in Switzerland has improved and expanded during the war. There were 1,100 pilots trained in 1938, flying a total of 2,112 hours. In 1943 the flight hours exceeded 3,000.

It formerly was the opinion in Switzerland and other countries that successful gliding was feasible only in atmospheric conditions of large plains. Increased attention paid gliding in Switzerland since the start of the war has revealed that the Alps region is equally and sometimes even more desirable for gliding, from a topographical and meteorological standpoint, than lowland areas.

Gliding in the high Alps undoubtedly is more dangerous than in flat countries. It is beyond the beginner, and a would-be glider pilot should get his first training in the lowlands, then in the lower mountain regions.

#### NEW EDITOR

This issue marks the transition of the editorship of **SOARING**. Ben Shupack, your hardworking secretary for the past several years, has been carrying the additional burden of the publication of this magazine. This has been superimposed upon his regular profession of teaching in a Brooklyn high school. The war has aggravated his troubles in many ways. Lack of priorities has delayed publication, heavy pressure of essential war work has forced inactivity of some officers and shifted their duties upon the secretary, curtailment of civilian gliding and soaring activity and censorship of military activity has cut down on available news and articles. To carry on this full time side line job has not been easy and to say that he has done an excellent job is putting it mildly.

One of the unsung heroines of the gliding soaring movement in these United States is Ben's charming wife, Florentina. Filing cabinets have been part of their furniture, their dining room table has been the make-up table for "Soaring." Glider pilots from near and far have been welcomed to their home to the detriment of her red and blue points; their vacations have been subjugated to the demands of the Society. There are many more small and large sacrifices that they made cheerfully and unselfishly to keep up the good work. Assisting the Shupacks have been Benjamin Clements as Art Editor and Dr. August Rasper as Technical Editor. Ben Clements has ably supervised the preparation of figures, illustrations, titles and general arrangement, and deserves a hearty vote of thanks from the membership. Gus Rasper has been generous of his time in carefully reviewing the technical articles and properly arranging much of the hastily prepared material so frequently submitted. It is anticipated the new editorial staff may still call upon these men for their able and willing assistance.

Last August the ground work was started for relieving Ben of the duties as editor of **SOARING** so that he could devote more time to secretarial and promotional activities. Taylor ("Bipps") M. Boyer and his wife, Helen, have taken over the job of editorship. "Bipps" is an old soaring pilot, a member of Gus Haller's crew at Elmira in 1933 and 1934, one of the founders of the Carnegie Tech Glider Club and a survivor of the "sink or swim" school of teaching each other to fly in a Zögling primary. "Bipps" earned his "C" at Elmira in 1941 and subsequently was a glider instructor at the 18th AAF Glider Training Depot in Mobile, Alabama. There "Bipps" piled up several hundred hours in gliders and tow-planes, and became familiar with the interiors of large and small cumulus clouds. At the present time, "Bipps" is a member of the R. C. duPont Glider Club in Wilmington, Delaware. Helen Boyer is as enthusiastic about gliding as her husband and will be a great help to him in this work.

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